

PUBLIC HEARD ON "DEAD MAN'S CURVE."

Traction Company Scored
for Not Lessening Cable
Road Dangers.

Economical Financial Policy of
the Management Criticised
and Condemned.

"I Have Never Found a Man Whose
Pocket Was Not More Tender
Than His Conscience."

HIGHER SPEED URGED BY FULLER.

Then, He Maintains, the People Will Take
More Care of Themselves—President
Vreeland Absent from the
Meeting.

"Dead Man's Curve" and the Metropolitan
Traction Company received a scoring at a
public meeting of the Railroad Committee
by the Board of Aldermen yesterday afternoon.
It was the first time the people had been
given a chance to verbally protest
against the high rate of speed at which the
cars run at Fourteenth street and
Broadway, but President Vreeland, of the
Traction Company, was not present to hear
them speak. Other matters, possibly of
more importance, made it necessary for
him to leave town. Owing to the intense
heat the attendance was not as large as
was expected.

George Muller, who has a big scheme to
lessen the perils of "Dead Man's Curve,"
and who has made a study of the subject,
introduced himself as a mechanical en-
gineer. Many times, he said, he had seen
the narrow escape of people at Fourteenth
street and Broadway, and he had come to
the conclusion, not suddenly reached, that
all of the ever-present dangers could be
obviated, either in whole or in part.

The trouble was with the grip that is now
employed on the cars of the road, one that
is so defective that the gripmen have lit-
tle, if any, control of it on the curve. Mr.
Muller illustrated how changes for the bet-
ter could be made at comparatively small
expense by means of a working model of a
grip that he displayed.

CONVINCED BY THE COMPANY.

Former President Thompson, of the
Company, declared, "I was well pleased
with this device, and also with other plans
and ideas that I submitted to him. He told
me to go ahead and perfect them. I did so,
and they were laid before the then chief
engineer of the company, Mr. Pierson. He
said the grip was a good one. That was
the last I heard from them. President
Vreeland came into power, and I have been
unable to obtain any satisfaction whatever
from him, although the grip I am exhibit-
ing will do in any of the cars, enable the
gripman to have perfect control of the cars,
and regulate speed, too."

"How is it that the Third Avenue cable
car has no 'Dead Man's Curve'?" he
asked.

Because they have only one cable there
that extends from Bayard street, and it
runs comparatively slow. Besides a differ-
ent grip is in use on that road."

When Mr. Muller sat down, Lawson N.
Fuller arose. In one hand he held a hand-
kerchief, with which he mopped his brow
at intervals; in the other a folding fan.

He did not have many opportunities to
use the latter, however, for he talked so
fast and punctuated his remarks with so
many gestures that he found it was an en-
cumbrance and soon slipped it into one of
his inside pockets.

Mr. Fuller did not appear in the interest
of any corporation or person in particular,
except Lawson N. Fuller. He began his
speech by saying that he was a "man of
no means," and that he was "a man of
no means."

PEOPLE THEMSELVES AT FAULT.

"The trouble is not with the cable and
not with the grip," he said with volu-
ntary intensity, "but it is caused by foolish
people run headlong into danger. In all my
thirty-three years' experience as a driver of
cars on the road I have never had an
accident, but I narrowly escaped one the
other day when a woman with a baby in
her arms suddenly ran right in front of the
car. I was driving, and I narrowly
escaped running them down."

"How did you manage to avoid injuring
them?" inquired Alderman Parker.

"Simply by having presence of mind
enough to rein in my horses. That's all.
If you can pass an ordinance that will put
brakes into a woman's hand there will be
fewer accidents at that so-called 'Dead
Man's Curve,' and all other curves on the
surface roads."

"But less speed is demanded at Four-
teenth street, Union square and Broadway,"
intimated Alderman Ware.

"Less speed? Why, the cars don't run
half fast enough now. Have 'em go at the
rate of thirty miles an hour, then people
will watch for 'em and protect themselves.
Now they expect somebody else to do the
watching. Run the cars at the rate of
thirty miles an hour and there will be ac-
cidents, notwithstanding all the guards on
earth that may be employed to prevent
them, but run them ten times as fast and the
danger will be greatly lessened."

Alderman Morison, who had hitherto taken
no part in the proceedings, seemed to be
rather skeptical on this point, but Mr. Full-
er returned to the charge undisturbed.

"Why," he said, "I've actually seen men
and boys try to annoy gripmen at the
curve by running directly in front of the
cars, dodge them and then laugh at the
gripmen. Make the cars cover thirty miles
an hour and they won't do that; they won't
have time."

Alderman Parker—But at the present
rate of speed at this and other curves it is
all that the passengers can do now to pre-
vent themselves from being thrown down or,
perhaps, out of the windows of the cars.

"That's all right. People, if they happen
to be obliged to stand, would be safe if they
only knew how to accommodate themselves
to the curves. They ought to study these
matters."

"You are sincere in advocating a higher
rate of speed for the cable cars?" observed
Alderman Noonan.

LET THE CARS HUM!

"Yes," was the quick, epigrammatic re-
sponse. "Thirty miles an hour. You can't
shoot a gun by degrees; you're got to do it
all at once. Same way with cable cars.
Another thing: Seventy-five of the people
drop off the cars the wrong way. Is it any
wonder that they are often seen trying to
stand on their heads in the middle of the
street?"

"In Chicago, Mr. Fuller," remarked Ald-
erman Noonan, "people experience no
trouble in alighting."

"That is probably because they wait for
the cars to stop before they get off, or be-
cause they may have better understanding
as to feet."

"People are clamoring for more safe-
guards," began Alderman Noonan.

"I've had my patience and my Presby-
terianism taxed to the utmost by the
people at the curves and on the cars in



SOME SKETCHES OF
LAWSON N. FULLER.



GEORGE MULLER.

various ways. The only way to do is to
run the cars faster and educate gripmen
and conductors in the use of the same.
Then headless persons can be caught and
jerked out of danger."

"Isn't it more important to protect human
life than to reach destinations quick-
ly?"

"Yes; but my argument is all right. Give
us cars and trains that run on express
time. Make 'em go like smoke. It will
come out right in the end."

Alderman Parker announced that as
President Vreeland was absent, the hear-
ing would be continued until Thursday
afternoon next, at which time President
Vreeland would be present.

"I'd like to bet money that he won't show
up," was the parting shot fired by Mr.
Muller as the Aldermen dispersed.

MEYER KAHN DIES SUDDENLY.

New York Real Estate Dealer Passes Away
While on a Visit to Germany.

Meyer Kahn, one of the best known real
estate dealers of this city, died in Bonn,
Germany, Thursday. Death was unex-
pected, and was caused by an internal
hemorrhage.

Mr. Kahn had been a resident of New
York for nearly forty years, and had
amassed a fortune in real estate opera-
tions. Little information as to his death
has been received, his son only having re-
ceived the bare announcement from his
mother. It is said the body will be em-
barked and brought to this city for burial.

Leaves three married daughters, who live
in this city.

Mr. Kahn was born in Germany fifty-six
years ago, and learned the weaving trade.
He came to the United States to go into
woolens manufacturing in Philadelphia.
After a short stay in that city he came to
New York. Here he decided to give up
manufacturing and devote his attention to
real estate. He soon became known as
one of the most sagacious operators.

Shortly after his arrival in this city he
married the daughter of a wealthy man
and left this city for Germany he had bought
and sold some of the most valuable prop-
erty in the city. Among these properties
are the southwest corner of Seventeenth
street and Broadway, the Everett House
which he still owns, property adjoining
Grace Church, a large lot at Broadway and
Duane street, and property on Fifth ave-
nue, opposite the Forty-second street reser-
voir.

HER SICK CHILD IN COURT.

Mary Miller Charged with Attempting to
Abandon the Little One.

Holding in her arms her dying child,
Mary Miller was arraigned in the Centre
Street Police Court yesterday charged with
attempting to abandon the little one in
Broome street Sunday night. In spite of
her vehement denial of the charge, she
was held \$1,500 bail by Magistrate
Brann, and the little one, sick and suf-
fering from the heat, was turned over to
the Gerry Society, to be cared for until
the case is settled.

The chief witness against the prisoner
was Mrs. Mary McGibney, of No. 377
Broome street, who is the wife of a po-
lice officer. Mrs. McGibney saw Mrs. Mil-
ler walking along Broome street carrying the
child. Several times, she said, the woman
entered tenement houses as though to leave
the child, but was prevented by the num-
ber of people in the halls. At last she
went to the building in which Mrs. Mil-
ler lives. The latter was standing on
the steps with her two daughters. The
Miller woman, she says, asked her to hold
the baby for a moment. Mrs. McGibney
said she would if Mrs. Miller would let one
of Mrs. McGibney's children go with her.

Mrs. Miller refused, and refused to let
Fenney, of the Tenth District, was called
and the woman arrested.

Mrs. Miller denied the story told by Mrs.
McGibney, and claimed that she was a mar-
ried woman with eight children, three of
whom are being cared for in Newark, while
the baby she was carrying toward Mrs.
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WILL FIGHT THE TRACTION COMPANY.

General Collis, Officially Defied
by That Corporation, May
Use Force.

Order of the Public Works Depart-
ment to Raise Tracks Is Stub-
bornly Disobeyed.

LAW QUESTION FOR THE COURT.

Refusal of the Railroad Men to Comply
with the Demand Retards Much
Needed Asphalting in First
Avenue.

A conflict has arisen between the Depart-
ment of Public Works and the Metropolitan
Traction Company, which will probably
have to be fought out in the courts. By
order of General Collis, Deputy Commis-
sioner of Public Works Howard P.
Wildes yesterday applied to the Corporation
Council for his advice how to proceed
against the Traction Company.

The latter concern was ordered some
time ago to raise the tracks of the Central
Park and North and East River Railroad,
of which it the lessee, from Twenty-third

street to Fifty-ninth street, on First ave-
nue.

"Acting under the general law," said
Mr. Wildes, this department entered into a
contract to asphalt First Avenue. We no-
tified the company that it should raise its
tracks to meet the grade adopted by our
engineers, under the law of 1895, and also
repair and repave between its tracks and
two feet on either side of them, in the
manner prescribed by statute.

"In plain words the Traction Company
told us they would not do this, claiming
that all rails placed down shall be 'grooved.'
This, however, is more capriciousness. The
time has come to determine whether or not
these corporations are going to run this
city."

Mr. Wildes then went on to say that the
company had threatened terrible conse-
quences if any attempts were made to inter-
fere with their traffic.

"General Collis," he continued, "insists
that we not only have the right to do the
work, but that we may, at our discretion,
barricade the road to prevent any interfer-
ence. If it becomes necessary now I be-
lieve the Commissioner will not hesitate
to employ force—that is, to call upon the
police."

"We have asked Corporation Counsel
Scott to define precisely our powers. When
we get that we shall notify the Met-
ropolitan Traction Company again to do
the work. If it refuses we shall do it, if it
requires half the police force of the city to
aid in carrying it out."

VOLUNTEERS BRAVE SHOW.

Organization Has Headquarters in Most
Large Cities Here.

The breach between the Salvation Army
and General Ballington Booth's Volunteers
has been bridged, and the rival armies
now salute one another whenever they
meet on the streets.

Since Commander Booth organized the
Volunteers, headquarters of the latter have
been established in nearly every large city
in the United States. They now have over
one hundred posts, commanded by about
two hundred officers.

New York has thirty-two posts in its
district, with three in the city proper.
One Hundred and Twenty-third street and
Third Avenue, Thirty-fifth street, near
Herald Square, and on the Bowery, near
Cooper Union. Mrs. Booth is in charge of
the precinct west, and is present giving
her attention to Sing Sing and Castleview.
Mass. There are forty-two persons em-
ployed at general headquarters.

Outside of New York the cities where
the order has made most headway are San
Francisco, Chicago, Minneapolis, Philadel-
phia and Cleveland.

Burnett's Vanilla Extract.

Used and highly endorsed by all leading hotels.

—Adv.

PREACHER LUDICRously ASSAILS CLEVELAND.

Armenian Outrages Move Evan-
gelist Miles to Say
Harsh Things.

Christian Endeavorers Hear Sensa-
tional Charges Against the
Present Administration.

ADJECTIVES WERE AT A PREMIUM.

Government Charged with Being Selfish,
Weak, Wicked, Barbaric, Criminal and
Even Worse in Its Deal-
ings with Turkey.

Washington, D. C., July 13.—Evangelist
B. Fay Mills, of Fort Edward, N. Y., made
a most sensational attack to-day on the

Armenian relief committee has been at work all
the week stirring up enthusiasm among the
delegates. Special Armenian relief flags
and badges have been spread over the
city, and they appear everywhere in the
decorations in street cars and on the head
dress and lapels of the delegates. Three
Armenian missionaries are here, one being
Secretary Green, of the National Relief
Committee, and the others being Ladies
Margaret W. Letch, of Ceylon, and Re-
becca Kirkcaldy, of Turkey. Just returned
from the scene of atrocities. These three
spoke to an immense crowd of sympathiz-
ing Endeavorers.

The convention closed its business ses-
sions to-night. To-morrow there will be a
service of song and praise at Mount Ver-
non.

Martin Joyce is twelve years old and lives
at No. 412 West Twenty-ninth street. He is
small for his age, but his right eye shows
that he had courage in inverse proportion
to his size when he made a leap of over
thirty feet to escape from the West Thirty-
seventh street Police Station.

Miss Minnie Borden, of No. 448 West
Thirty-first street, was at Twenty-ninth
street at Ninth Avenue Sunday night, talk-
ing with a friend, when young Joyce
sneaked up behind her and snatched her
pocketbook, containing eighty-eight cents,
and ran. Miss Borden pursued him, shout-
ing for the police. Policeman McGinley ran
toward her from Thirtieth street, and Joyce
ran into his arms. He had the pocketbook.
Joyce was such a little fellow that the
sergeant allowed him to wait in the rear
room. While McGinley was telephoning to
the station to take Joyce, the boy ran
out of the rear door to the stairway. He
climbed an eight-foot railing like a
monkey and saw that he was over thirty
feet from the ground. Without the slightest
hesitation, although barefooted, he had
dropped into the yard. He was not hurt
and ran toward the cellar of the building.

At 3 o'clock yesterday morning Detectives
Boyle and Kerr found Joyce sleeping in
a hallway at Thirtieth street and Eleventh
Avenue. He was delivered to the
Gerry Society.

In Jefferson Market Court Miss Borden
appeared against him. Joyce made no de-
fense, and Magistrate Flammer held him in
\$500 bail for trial.

THE SCORCHERS COULD READ.

Upon Learning This Fact Magistrate Mott
Fined Them \$10 Apiece.

The three "scorchers," George Knopfer,
of No. 603 Amsterdam Avenue, Joseph
Clark, of No. 212 East Ninetieth street, and
John Londe, of No. 333 West Fifty-third
street, who were arrested on Sunday evening
by Policeman Thomson for racing on the
Boulevard, were arraigned before Magis-
trate Mott yesterday.

"We were going a little faster than the
limit, Your Honor, but didn't know that."

"You say you read?" demanded the Magis-
trate abruptly.

"Yes," they chorused.

"And do you read the papers?"

"Yes," came the chorus again.

"Then haven't you read, often enough,
that scorchers endanger human life?"

"Yes—but—"

"Ten dollars apiece."

DEAD MAN'S CURVE HEARING.

At a public meeting of the Railroad
Committee of the Board of Aldermen
yesterday the matter of the dangerous
Fourth street cable curve was con-
sidered. George Muller, an engineer,
told how the danger could be lessened
by the use of a proper grip. Lawson
N. Fuller argued that the cars should
be run at a high rate of speed so that
persons would consider the danger more
fully and look out for themselves.

Government of the United States on ac-
count of its attitude in the Armenian atroci-
ties. Miss Kirkcaldy, an Armenian, had
recited with much pathos her story of the
barbarities practised by the Turks. She
had stirred to the highest pitch an im-
mense audience of Christian Endeavorers,
and Evangelist Mills at once arose and
threw his listeners into the greatest en-
thusiasm when he attacked President Cleve-
land's Administration. Mr. Mills spoke as
follows:

"I charge the Government of the United
States with misrepresentation of the an-
tiquated sentiment of the American people
in this matter. The President of the United
States, the Secretary of State, and the
American Minister have disregarded our
broken treaties; they have permitted Ameri-
can lives to be endangered; they have
permitted American property to be destroyed
without reparation, and American citizens
to be imprisoned."

"Our Government has stirred the passions
of the American people to anger against
England on the one-thousandth part of the
project that would have sufficed for a de-
structive war with Turkey. The Adminis-
tration officers have turned a deaf and
almost scornful ear to the entreaties and
representations of some of our best citi-
zens, missionaries, churches and moral so-
cieties, and I denounce their conduct as un-
patriotic, unclean, undemocratic, un-repub-
lican, un-American, un-Christian, selfish,
weak, wicked, barbaric and criminal in the
eyes of the American people and of God
and all men."

PRODUCED A GREAT SENSATION.

Every word almost of these last sentences
of Mr. Mills was greeted by a loud cheer.
Men and women on the platform behind
him, and in the benches before him, rose
and shouted their hearty approval of the
denunciation of President Cleveland.

In the midst of the solemn charge of coward-
ice and disloyalty levelled at the Chief Ex-
ecutive, the Secretary of State and the
Turkish Minister, the whole audience arose
spontaneously, waving flags and banners
and crying aloud their approval. As Mr.
Mills proceeded they kept on their feet, re-
peating the cheer of indorsement at every
sentence. Finally, when his voice and
manner indicated that he had reached the
end of his period, six rousing cheers of ap-
proval were given. Rev. Wayland Hoyt,
who presided, arose in his seat beside the
speaker and called upon the audience to
reaffirm the charge. Again came the six
cheers with hearty enthusiasm. "I hope
that response will echo through the empty
White House and extend to Buzard's
Bay," cried Mr. Mills, as he took his seat.

The last day's session of the Fifteenth
International Christian Endeavor Con-
vention began at the appointed hour in the
three white tents simultaneously after the
usual sunrise prayer meetings. President
Clark, Treasurer Shaw and Trustee Way-
land Hoyt residing. It was a day re-

JOY CAME SUDDENLY
AND THE MAN DIED.

Old Pierre Gerard, Inventor,
Had Worked Long on
an Idea.

Saturday He Found Some One
to Take It Up; Next Day
Death Came.

Would Have Been Seventy-six in
October, and Had Been Horace
Greeley's Friend.

AIMED TO PERFECT A UNICYCLE.

Throughout His Long Life He Had Labored
at Things the World Calls Visionary,
but Had Commanded the At-
tention of Thinkers.

Pierre Gerard would have been seventy-
six years old had he lived until October
21. He died suddenly Sunday afternoon in
a little room at the top of No. 44 Clinton
place. He was a lonely inventor with
whom the world had not gone well, al-
though at one time he had been wealthy,
and on Saturday he sold an invention on
terms which might have meant more
wealth had he lived. He doubtless thought
so, at any rate.

For three weeks "Old Gerard," as he was
best known, had been in a ferment. He
was a familiar figure about Fleischmann's
bakery, at Tenth street and Broadway,
and there, to all the employees who would
listen, he had told his great secret. He
had invented a one-wheeled machine—a
unicycle—to which one could step, and
without bothering about balance, tread
the pedals and be off over the asphalt at the
maximum speed with minimum effort. Not
only had he invented this marvelous de-
vice, but also a one-wheeled wagon, and a
great manufacturer was examining his
drawings and making a practical model.
Should the manufacturer undertake the
making of Gerard's unicycle and one-
wheeled wagon, the manufacturer would
be rich and "Old Gerard" would be "rich
enough to burn money," he said. He was
in a fever of expectancy.

He spent the time wandering in Washing-
ton Park, talking of his dreams at Fleisch-
mann's or making pilgrimages to Silvers's
carriage factory, in East Thirty-first street,
where the model was building. On Satur-
day night he told Landlord James, with
whom he lived, that his dream was coming
true.

"I have my contract," he said. "Silvers
has accepted, and now I will be rich."

DIED WHILE ENTIRELY ALONE.

The James family went into the country
on Sunday. No one saw anything of "Old
Gerard" all day, save the waiter who served
him with a cup of coffee and five rolls at

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